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DEPARTMENT OF TRANSPORTATION

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GREGORY J. ROSINE, DIRECTOR

February 26, 2001

The Honorable Philip E. Hoffman, Chair
Appropriations Subcommittee on
Transportation
Michigan State Senate
P.O. Box 30036
Lansing, Michigan 48909

The Honorable Scott Shackleton, Chair
Appropriations Subcommittee on
Transportation
Michigan House of Representatives
P.O. Box 30014
Lansing, Michigan 48909

Dear Senator Hoffman and Representative Shackleton:

In accordance with Section 706 of Public Act 271 of 2000, enclosed is the Michigan Department of Transportation's high speed rail update.

If you have any questions or comments regarding these reports, feel free to contact me or Philip Kazmierski, Deputy Director, Bureau of Urban and Public Transportation, at (517) 373-2282.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Rosine".
Gregory J. Rosine
Director

Enclosure

Detroit-Chicago Corridor High Speed Rail Service Implementation

As Required by Section 706 of PA 271 of 2000
March 1, 2001 Update

The purpose of this report is to provide an update on the Department's incremental approach to implementation of High Speed Rail on the Detroit-Chicago corridor. This approach focuses on four key areas: Stations, Grade Crossings, Track and Train Control (Signals), and Equipment.

1. **Stations:** The Department has focused on three stations during Fiscal Year (FY) 2000; Detroit, Dearborn and Niles.
 - a. **Detroit** The Department has a contract with Amtrak for the design of a new passenger intermodal facility in Detroit's New Center area. The Department purchased the land from General Motors in 1997. The design was originally scheduled to be completed by December 2000, but during the review process the consultant team identified some potential construction issues which have delayed the completion of the design until spring of 2001. Construction will not proceed until the Department has a service commitment from Amtrak. This new facility is designed to accommodate Amtrak's current and future high speed operations and could be expanded to handle the increased passenger and train traffic if the commuter service were to be implemented.
 - b. **Dearborn** The Department has contracted with the City of Dearborn for the site selection and preliminary design of a new passenger intermodal facility and group entrance to Henry Ford Museum and Greenfield Village. This facility will be located along the Village and offers a one-of-a-kind opportunity to integrate public transit into the fabric of one of Michigan's largest tourist attractions. The City has received proposals and the consultant team will be selected within the next few months.
 - c. **Niles** The Department received an enhancement grant for historical renovations to the Niles station owned by Amtrak. The work will include the reconstruction of the platform between the station and the tracks, fencing renovations, lighting improvements, parking lot repaving, and station track reconstruction. Work is scheduled to start in April and should be completed by next spring. This project cost \$537,680 and is funded with \$141,640 of federal enhancement funds and \$396,040 of state funds.
 - d. **Pontiac, Kalamazoo, and Battle Creek** The Department is working with local officials regarding potential facility improvements at these locations in FY 2001.

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2. **Grade Crossings:** Improving the safety at grade crossings is one of the Department's top priorities relating to the implementation of High Speed Rail on the Detroit-Chicago corridor. The Department has been approaching safety improvements in two ways, first by upgrading the existing warning devices and crossing roadway surfaces, second, by the elimination of public and private crossings.
 - a. Since 1992, the Department has used state and federal funds to upgrade the warning devices, lights, gates, and electronic circuitry at 43 public crossings and the reconstruction of the roadway surface at 73 public crossings. In FY 2000, the Department provided funds to Amtrak for the upgrading of warning devices, lights, gates, and electronic circuitry at the last five grade crossings between Kalamazoo and the Michigan-Indiana border. This work is scheduled to be complete by fall of 2001.
 - b. Presently, the Department is actively working with the following road authorities on public crossing eliminations and highway improvements to facilitate highway traffic circulation: Berrien County, Village of Galien, City of Kalamazoo, City of Albion, and Washtenaw County. The Department has provided funds to Amtrak to work with property owners to eliminate private crossings. The Department is not directly involved in this effort other than to provide the resources to ensure all parties are compensated. All these private crossings are located on the Amtrak right-of-way.
 - c. The Department did not receive any high speed grade crossing federal funds for FY 2001. For FY 2002 the Department will be requesting five million dollars of Federal Section 1103(c) funding for continuation of improvements and elimination work.
3. **Track and Train Control:** In FY 2000, the Department funded the installation of continuous welded rail (CWR) on two passing sidings, the installation of new cross ties and track surfacing on twenty miles of track between Niles and Dowagiac, and the installation of a high speed, high tech turnout (switch) west of Kalamazoo. All this work is on the Amtrak ownership and is funded using \$2,737,755 of state funds and will match FY 2001 federal funds for continuation of the train control project.

Testing is continuing on the Incremental Train Control System (ITCS) project beginning at the Michigan-Indiana border and moving east to Kalamazoo. This testing has been going very well, but is far more complex than first anticipated. The Federal Railroad Administration (FRA) has required that any railroad company,

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which operates over this track segment, must incorporate the ITCS rule in their operating rule book before the ITCS system can be connected to the braking system of the trains. Norfolk Southern (NS) provides local freight service on this segment, therefore, NS must update their operating rule books. In December, NS agreed to incorporate ITCS in their operating rule book. Once this is accomplished, the next phase of testing will begin. This phase will begin in the next few months and will last a minimum of 90 days, after which train speed can be increased to 90 mph on the first 20-mile test segment. In FY 2000, the FRA provided an additional three million dollars of federal funds for this project. Another three million dollars of federal funds is budgeted in the FY 2001 budget. These funds will be used to continue the implementation of the ITCS project.

4. **Equipment:** The Department is continuing to work with the Illinois and Wisconsin Departments of Transportation and Amtrak for the purchase of new high speed trainsets. On January 31, 2001, Amtrak received bids from three manufacturers for the construction of the trainsets. The goal of the states is to have a manufacturer selected by May 2001. The first trainset is projected to operate in Fall 2002.

The attached chart is a summary of the Department's investment in high speed rail.

In addition to the above-mentioned activities, the Department continues to work with the other midwest states on the Midwest Regional Rail Initiative (MWRRI.) The most recent publication was transmitted as part of the Department's March 2000 High Speed Rail Update.

RAIL PASSENGER CAPITAL PROJECT HISTORY

Project	<u>FY Started</u>	<u>State \$</u>	<u>Fed \$</u>	<u>Other \$</u>	<u>Status</u>
Amtrak Infrastructure Work	0	\$2,982,958			ongoing
Niles Enhancement	0	\$396,040	\$141,640		ongoing
Kalamazoo Grade Crossings	99	\$1,570,960			ongoing
Horizon Coach Refurbishment	98	\$3,000,000			complete
Dearborn-New Station	97	\$248,125	\$992,500		ongoing
Grand Rapids Station rehab	96	\$131,000			complete
Auto Ticketing	96	\$300,000			ongoing
Hi Speed Pos. Train Control	95	\$10,700,000	\$14,081,176	\$8,807,569 (Amtrak/Harmon)	ongoing
Durand-rehab	94		\$102,000	\$26,000 (City)	complete
Greenfield Vlg-platform,station	94	\$170,660	\$122,640		complete
Pontiac Mechanical Building	94	\$32,000	\$130,000		complete
Battle Creek-minor rehab	93	\$25,600		\$6,400 (City)	complete
Detroit Permanent Station	93	\$2,590,000	\$6,160,000		ongoing
Dowagiac-platform, enhancement	93	\$50,000	\$341,048	\$208,539 (City)	complete
Kalamazoo Minor rehab	93	\$153,000			complete
Lapeer-Rehab	93	\$25,000	\$25,000	\$6,000 (City)	complete
Section 1010 Gd Xing Improvements	93	\$1,000,000	\$3,650,000		ongoing
Pontiac Extn-Station and track	92	\$2,942,000			complete
Holland-Major station rehab	91	\$1,000,000		\$700,000 (City)	complete
Lapeer-Station Rehab	91	\$125,000			complete
Coach refurbishment	90	\$4,925,000			complete
Conrail Gd. Xing improvements	89	\$4,500,000			complete
Corridor Infrastructure Improvements	89	\$7,805,523			complete
Flint station constr.	89	\$700,000			complete
St. Joseph station rehab	89	\$150,000		\$350,000 (City)	complete
Albion station rehab	88	\$150,000			complete
Detroit temporary Station	88	\$550,000		\$150,000	complete
Durand-station rehab	88	\$85,000		\$15,000 (City)	complete
Niles-Station-Major rehab	88	\$275,000		\$275,000 (Amtrak)	complete
Cab Control Cars	87	\$4,075,000		\$4,075,000 (Amtrak)	complete
Amtrak Gd. Xing improvements	86	\$425,000			complete
E. Lansing station rehab	85	\$50,000	\$75,000	\$100,000 (City/Amtrak)	complete
Jackson Station rehab	85		\$200,000		complete
Bangor station rehab	84	\$20,000		\$30,000 (City/Amtrak)	complete
Gd. Rapids-temp. station const.	84	\$50,000		\$100,000 (City/Amtrak)	complete
New Buffalo station rehab	84	\$10,000		\$15,000 (City/Amtrak)	complete
Ann Arbor station constr.	83	\$375,000		\$375,000 (City/Amtrak)	complete
Battle Creek constr.	81	\$2,000,000			complete
Dearborn station constr.	79	\$375,000		\$375,000 (City/Amtrak)	complete
Dowagiac-Major rehab	77	\$100,000			complete
Kalamazoo Major rehab	77	\$1,000,000			complete
Pt. Huron-Station constr.	74	\$50,000		\$100,000 (City/Amtrak)	complete
		\$55,112,866	\$26,021,004	\$15,714,508	\$96,848,378 (TOTAL)